Introduction to Final Report Spreadsheet

Congratulations on successfully completing your DERA State Program grant! A final report is one of the requirements to complete and close out your FY 2008 through FY 2011 DERA State Program grant.

The Final Report has 2 parts; Part 1 is a Narrative portion (please see Project Narrative tab), and Part 2 the Project Fleet Description Spreadsheet (please see Fleet Description tab). This template may be slightly different than the version you have been using for your quarterly reports. However, it includes all required information on your fleet. In order to ensure that all required final information is reported, you have two options for completing the Final Project Fleet Description:

Option 1: You may enter or copy the information on all cumulative vehicles involved in your project from previous quarterly Project Fleet Description Spreadsheets into this document. Please note that there are most likely additional columns in this spreadsheet that will also need to be filled in for your vehicles, such as the fiscal year funding.

Option 2: If your last quarterly Project Fleet Description Spreadsheet contained all cumulative vehicles involved in your project, you may use that spreadsheet as your Final Project Description Spreadsheet, provided that all information in this Final State Program Report Template is included and any new columns are added to your spreadsheet. Please pay special attention to information required for upgrades, replacements and repowers, as described below.

The spreadsheet is divided into three sections: Recipient Information, Project Information, and Fleet Information.
Below is an explanation of each field.
For an example of how the Project Fleet Description spreadsheet should be filled out, please refer to the tab labeled 'Example'.

Recipient Information should only be filled out only once.

Project Information and Fleet Information should be filled out for each separate "project" within the grant.

Separate projects are generally defined as separate subgrants to various entities, or separate, distinct target fleets within the grant or subgrants.

Fleet Information should be cumulative, and include all affected engines, vehicles, and retrofits under the project, as of the end of the current Reporting Period.

Column/Row	Recipient Information	
	Organization/ Grantee Name-	Enter the name of the organization receiving the grant from EPA (regardless of who actually uses the funds).
	First Name-	Enter the FIRST name of the contact person for the grant.
	Last Name-	Enter the LAST name of the contact person for the grant.
	Job Title-	Enter the Job Title of the contact person for the grant.
	Email Address-	Enter the email address of the contact person for the grant.
	Address-	Enter the address of the contact person for the grant.
	City-	Enter the city of the contact person for the grant.
	State-	Enter the two letter postal code of the contact person for the grant.
	Zip Code-	Enter the zip code of the contact person for the grant.
	Office Phone-	Enter the phone number of the contact person for the grant.
	OfficePhoneExt-	Enter the extension of the contact person for the grant (if applicable).

	Project Information	
	Project Name-	Enter the name of the project (try to include both the Organization Name and Fleet(s)).
	Organization Performing Project-	Enter the name of the entity performing the project (this could be the EPA Recipient or a Subgrantee).
	Target Fleet-	Select from the dropdown menu provided the target fleet to be addressed.
	Number of Vehicles-	Enter the number of vehicles to be addressed.
	City-	Enter the city in which the project will take place.
	County-	Enter the county in which the project will take place.
	State-	Enter the two letter postal code for the state in which the project will take place.
	Region	Enter the EPA Region
	Funding Amount -	Enter the total amount of Federal funds to be committed to the project
	Additional Funding Source-	If there are to be matching funds, enter the source.
	Additional Funding Amount	Enter the amount of funds provided.
	Public Benefit -	If the vehicles are part of a public fleet or benefit the public (i.e. a private school bus company contracted by a public school; drayage vehicles that serve a port; private construction equipment contracted to a public works project, etc)
		enter "yes", otherwise enter "no".

	Fleet Information	
	Vehicle Type-	Enter the vehicle type, either "On Highway" "NonRoad".
	Target Fleet-	Select the target fleet from the dropdown menu.
	Class/Equipment-	Select from the dropdown menu the Vehicle Class or type of nonroad equipment.
	Vehicle Count-	Enter the number of vehicles that fall under this Vehicle Class or type of nonroad equipment.
	Engine Make-	Enter the manufacturer of the existing Engine.
	Engine Model-	Enter the model of the existing Engine.
	Engine Model Year-	Enter the model year of this engine set.
	Horsepower-	For NONROAD ONLY, Enter the average horsepower of the equipment.
	Current Tier Level-	For NONROAD REPLACEMENTS, REPOWERS AND UPGRADES ONLY, Select from the dropdown menu the Current Tier Level.
	Current Standard Level -	For NONROAD AND ON-HIGHWAY REPLACEMENTS, REPOWERS AND UPGRADES ONLY, enter the current emission standard levels of the engine for PM and NOx or NMHC+NOx.
	Current Fuel Type-	Select the type of fuel that is currently being used (prior to any clean diesel activity change).
	Amount of Fuel Used-	Enter the amount of fuel used in gallons for all vehicles in the row (i.e. if the Vehicle Count is 2 and each vehicle uses 2,000 gallons/year, enter 4,000).
	Annual Miles-	For ON-HIGHWAY ONLY, Enter the average number of vehicle miles traveled per year per vehicle.
	Annual Usage Rate Hours-	For NONROAD ONLY, Enter the average number of hours the equipment is used per year.
	Annual Idling Hours-	For ON-HIGHWAY ONLY, Enter the average number of hours the vehicle idles per year.
	VIN/Serial # -	For Repower and Vehicle Replacement Projects, Enter the VIN or engine Serial # for each scrapped/replaced vehicle or engine.
	Year of Retrofit Action-	Enter the year in which the retrofit will take place (i.e., if in 2010, you're replacing a 1995 bus with a 2007 bus, the retrofit year is 2010.)
	Technology Type-	Enter the type of technology to be used. Example: Diesel Particulate Filter, Replacement, Biodiesel 100
	Technology Make-	Enter the make of the technology. Example: Donaldson, Caterpillar.
	Verified Technology Model-	Enter the model of the technology as identified on the EPA/CARB verification lists (i.e. Johnson Matthey ACCRT, Carrier Transicold - Comfortpro, etc.) to confirm a verified technology was used. This is applicable for exhaust retrofits, upgrades, idle reduction technologies, aerodynamics and low rolling resistant tires. Verified Technology Model may not be known for the initial application, pending the bid process, and would be noted as TBD.
	New Engine Model Year-	For REPLACEMENTS AND REPOWERS ONLY, Enter the model year of the new vehicle/engine.
	New Tier Level-	For NONROAD REPLACEMENTS, REPOWERS AND UPGRADES ONLY, Select from the dropdown menu the new Tier Level.
	New Standard Level-	For NONROAD AND ON-HIGHWAY REPLACEMENTS, REPOWERS AND UPGRADES ONLY, enter the new emission standard levels of the engine for PM and NOx or NMHC+NOx.
	Annual Idling Hours reduced-	For IDLE REDUCTION STRATEGIES ONLY, Enter the average number of idling hours reduced for the engines in this row.
	Technology Unit Cost-	Enter the dollar amount of the technology per unit.
	Technology Unit Installation-	Enter the cost of installing the technology per unit.

	Marine Vessels	
	Sector-	This field will always read marine.
	Application-	Select the target vessel.
	Number of Engines per Vessel-	Enter the total number of engines on the vessel including auxiliary and propulsion. The max number of engines allowed per vessel is 5.
	Engine Type-	Identify which engines are propulsion and which are auxiliary.
	Number of Engines-	Enter the quantity of propulsion and the quantity of auxiliary engines.
	Engine Model Year-	Enter the average model year of this group of engines in the row.
	Activity Level-	Enter the number of hours in operation.
	Horsepower-	Enter the average horsepower of the group of engines in the row.
	Annual Idling Hours per Engine-	Enter the average number idling hours for the engines in this row in a given year.
	Current Tier Level-	For REPLACEMENTS, REPOWERS AND UPGRADES ONLY, Select from the dropdown menu the Current Tier Level.
	Current Standard Levels-	For REPLACEMENTS, REPOWERS AND UPGRADES ONLY, enter the current emission standard levels of the engine for PM and NOx or NMHC+NOx.
	Displacement per cylinder	Select from the dropdown menu the displacement per cylinder in liters.
	Current Fuel Type-	Select the type of fuel that is currently being used (prior to any clean diesel activity change).
	Amount of Fuel Used-	Enter the amount of fuel used in gallons for all engines in the row (i.e. if the Vehicle Count is 2 and each vehicle uses
		2,000 gallons/year, enter 4,000).
	Year of Retrofit Action-	Enter the year in which the retrofit will take place (i.e. If in 2010, you're upgrading a Tier 0 engine to Tier 1, then the retrofit year is 2010)
	VIN/Serial # -	For Repower and Vehicle Replacement Projects, Enter the VIN or engine Serial # for each scrapped/replaced vehicle or engine.
	Technology Type-	Enter the type of technology to be used. Example: Diesel Oxidation Catalyst, Shore Power, Engine Repower, etc.
	Technology Make-	Enter the make of the technology. Example: Donaldson, Caterpillar.
	Technology Model-	Enter the model of the technology if available (i.e. Johnson Matthey PCRT).
	New Engine Model Year-	For REPLACEMENTS AND REPOWERS ONLY, Enter the model year of the new engine(s).
	Activity Level-	For REPLACEMENTS AND REPOWERS ONLY, Enter the activity level in hours per year per engine.
	Annual Idling Hours reduced-	For IDLE REDUCTION STRATEGIES ONLY, Enter the number of idling hours reduced as a result of this technology.
	New Engine Tier Level-	For REPLACEMENTS, REPOWERS AND UPGRADES ONLY, Select from the dropdown menu the new Tier Level.
	New Standard Levels-	For REPLACEMENTS, REPOWERS AND UPGRADES ONLY, enter the new emission standard levels of the engine for PM and NOx or NMHC+NOx.
	Technology Unit Cost-	Enter the cost of the technology per unit.
	Technology Unit Installation-	Enter the cost of installing the technology per unit.

U. S. Environmental Protection Agency
DERA State Clean Diesel Program
Final FY 2008 to FY 2011 Grant Project Report

Grant Recipient	**Pennsylvania Department of**
Grant #	**DS-97368901-2**
Reporting Period	**Final**

	FY08	FY09	FY10	FY11	Total
Total Award Amount	**$295,320.00**	**$235,294.00**	**$352,941.00**	**$294,227.00**	
Total Match Amount	**$196,880.00**	**$0.00**	**$235,294.00**	**$196,151.00**	

Table 1. Rate of Expenditure. Record all funds expended for each budget category.

	Federal Funds Expended this Reporting Period	Cost-Share Expended this Reporting Period	Additional Leveraged Funds Expended this Reporting Period	Total Federal Funds Expended in the Grant Period	Total Cost-Share Expended in the Grant Period	Total Additional Leveraged Funds Expended in the Grant Period
Personnel	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Fringe Benefits	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Travel	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Equipment	$295,320.00	$2,294,400.00	$0.00	$295,320.00	$2,294,400.00	$0.00
Supplies	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Contractual	$0.00	$0.00	$0.00	$0.00	$578,445.00	$196,880.00
Other	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Indirect Charges	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
TOTALS	$295,320.00	$0.00	$0.00	$295,320.00	$2,872,845.00	$196,880.00

Table 2. Narrative Responses

Question	Answer
Please summarize the accomplishments that occurred during the grant period.	PA DEP performed an onsite inspection October 5, 2012, to confirm delivery and in-us Eight additional eGSE were delivered to US Airways at the Philadelphia International A Scrappage, with documentation, of 58 diesel GSE was completed by October 12, 2012 funds were distributed for the final eight vehicles but the delivery was required under th agreement between PA DEP and PHL/City of Philadelphia. Final reimbursement of $2 PHL/City of Philadelphia.
Provide a comparison of the actual accomplishments with the anticipated outputs/outcomes and timelines/milestones specified in the original project annual Work Plans.	Actual accomplishments matched anticipated outcomes. All project work was complete award.
If the anticipated outputs/outcomes and/or timelines/milestones from the original submitted proposal were not met, please explain why not. Did you encounter any problems during the grant period which may have precluded your from meeting the project objectives?	N/A
How did you remedy any problems? Please detail how and the date you had to address any problems that changed the original work plan and or work plan schedule.	N/A
Please identify the source of any cost-share or additional leveraged funds are reported for this grant period in Table 1 above.	US Airways and Philadelphia International Airport/City of Philadelphia Department of A
Was any program income generated during the grant period? Identify amount of program income, how it was generated, and how the program income was used.	No.
Did any public relations events regarding this grant take place during the grant period?	No.
Are you using websites or other tools used to relay information about this grant to the public?	http://www.depweb.state.pa.us

Table 3: Innovative Finance Projects						
Project/Program Name	**Number of Loans/Rebates**	**Interest Rates**	**Length of Loans**	**EPA Funds Expended on Loans/Rebates**	**Non-EPA Funds Leveraged**	**Total Net Loss/Default**
N/A						

Table 4: Summary of Total Emissions Reduction per Fiscal Year (Emission Reductions Created)					
Fiscal Year Funding	**Project Name**	**Entity**	**EPA Funding Expended**	**Emission Reductions (tons/yr)**	**Emission Reductio**
Fiscal Year 2008	Electric Ground Service Equipment (eGSE) at Philadelphia International Airport (PHL)	City of Philadelphia-Department of Aviation-PHL	$295,320.00	**HC: 0.3**	**HC: 3.6**
				CO: 5.0	**CO: 60.0**
				NOx: 4.5	**NOx: 54.0**
				PM: 0.3	**PM: 3.6**
				CO_2: 807.92[2]	**CO_2: 9,694.8**

1. Lifetime emission reductions are estimated by multiplying the annual emission reductions provided in the final report from the sub-grantee by 12 years, the average of the useful life for baggage tractors (13 years) and belt loaders (11 years).
2. CO_2 emissions were not included in the final report so the initial estimate remains for this pollutant.

e status of 50 eGSE. irport (PHL). . No reimbursement e terms of the 95,320.00 was paid to
ed for this grant
viation

EPA Funds Expended on Non-Loan Activities

ons (lifetime tons)[1]

U. S. Environmental P DERA State Clean Final FY 2008 to FY 2011

Grant Recipient	Pennsylvania Department of
Grant #	DS-97368901-2
Reporting Period	Final

	FY08	FY09	FY10
Total Award Amount	$295,320.00	$235,294.00	$352,941.00
Total Match Amount	$196,880.00	$0.00	$235,294.00

Table 1. Rate of Expenditure. Record all funds expen			
	Federal Funds Expended this Reporting Period[1]	Cost-Share Expended this Reporting Period	Additional Leveraged Funds Expended this Reporting Period
Personnel	$0.00	$0.00	$0.00
Fringe Benefits	$0.00	$0.00	$0.00
Travel	$0.00	$0.00	$0.00
Equipment	$0.00	$0.00	$0.00
Supplies	$0.00	$0.00	$0.00
Contractual	$0.00	$0.00	$0.00
Other	$0.00	$0.00	$0.00
Indirect Charges	$0.00	$0.00	$0.00
TOTALS	$0.00	$0.00	$0.00

1. For FY 2009, $235,294.00 was returned to EPA.

Table 2. Narrativ	
Question	
Please summarize the accomplishments that occurred during the grant period.	N/A. Grant was termir

Provide a comparison of the actual accomplishments with the anticipated outputs/outcomes and timelines/milestones specified in the original project annual Work Plans.	N/A. Grant was termir
If the anticipated outputs/outcomes and/or timelines/milestones from the original submitted proposal were not met, please explain why not. Did you encounter any problems during the grant period which may have precluded your from meeting the project objectives?	N/A. Grant was termir
How did you remedy any problems? Please detail how and the date you had to address any problems that changed the original work plan and or work plan schedule.	N/A. Grant was termir
Please identify the source of any cost-share or additional leveraged funds are reported for this grant period in Table 1 above.	N/A. Grant was termir
Was any program income generated during the grant period? Identify amount of program income, how it was generated, and how the program income was used.	N/A. Grant was termir
Did any public relations events regarding this grant take place during the grant period?	N/A. Grant was termir
Are you using websites or other tools used to relay information about this grant to the public?	N/A. Grant was termir

Table 3: Innovative

Project/Program Name	Number of Loans/Rebates	Interest Rates	Length of Loans
N/A			

Table 4: Summary of Total Emissions Reduction p			
Fiscal Year Funding	**Project Name**	**Entity**	**EPA Funding Expended**
Fiscal Year 2009	Replacement of four (4) buses used for rural intercity transport	Carl R. Bieber, Inc.	$0.00

Protection Agency
Diesel Program
Grant Project Report

FY11	Total
$294,227.00	
$196,151.00	

ded for each budget category.

Total Federal Funds Expended in the Grant Period	Total Cost-Share Expended in the Grant Period	Total Additional Leveraged Funds Expended in the Grant Period
$0.00	$0.00	$0.00
$0.00	$0.00	$0.00
$0.00	$0.00	$0.00
$0.00	$0.00	$0.00
$0.00	$0.00	$0.00
$0.00	$0.00	$0.00
$0.00	$0.00	$0.00
$0.00	$0.00	$0.00
$0.00	$0.00	$0.00

e Responses

Answer
nated and funding was returned to EPA.

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Finance Projects			
EPA Funds Expended on Loans/Rebates	**Non-EPA Funds Leveraged**	**Total Net Loss/Default**	**EPA Funds Expended on Non-Loan Activities**

ber Fiscal Year (Emission Reductions Created)	
Emission Reductions (tons/yr)	**Emission Reductions (lifetime tons)**
HC: 3.8	**HC: 63**
CO: 10.3	**CO: 206**
NOx: 47.9	**NOx: 960**
PM: 6.8	**PM: 136**
CO_2: 180	**CO_2: 3,550**

U. S. Environmental P
DERA State Clean
Final FY 2008 to FY 2011

Grant Recipient	**Pennsylvania Department of**
Grant #	**DS-97368901-2**
Reporting Period	**Final**

	FY08	FY09	FY10
Total Award Amount	**$295,320.00**	**$235,294.00**	**$352,941.00**
Total Match Amount	**$196,880.00**	**$0.00**	**$235,294.00**

Table 1. Rate of Expenditure. Record all funds expen

	Federal Funds Expended this Reporting Period[1]	Cost-Share Expended this Reporting Period	Additional Leveraged Funds Expended this Reporting Period
Personnel	$0.00	$0.00	$0.00
Fringe Benefits	$0.00	$0.00	$0.00
Travel	$0.00	$0.00	$0.00
Equipment	$81,980.00	$266,888.00	$0.00
Supplies	$0.00	$0.00	$0.00
Contractual	$0.00	$0.00	$0.00
Other	$0.00	$0.00	$0.00
Indirect Charges	$0.00	$0.00	$0.00
TOTALS	$81,980.00	$266,888.00	$0.00

1. For FY 2010, $267,851.00 was returned to EPA as unspent grant funds.

Table 2. Narrativ

Question

Please summarize the accomplishments that occurred during the grant period.	Bucks County Transp was reimbursed. BC to EPA. Intermediate Unit (BC reimbursed. Transportation Corpo on its buses. As a re project. Jennings onl returned to EPA. Transportation LLC – completed and the su
Provide a comparison of the actual accomplishments with the anticipated outputs/outcomes and timelines/milestones specified in the original project annual Work Plans.	Bucks County Transp anticipated and fundir All anticipated outcom Jennings Transportati Kuhn Transportation.
If the anticipated outputs/outcomes and/or timelines/milestones from the original submitted proposal were not met, please explain why not. Did you encounter any problems during the grant period which may have precluded your from meeting the project objectives?	Jennings Transportati showed that it was no funding was returned
How did you remedy any problems? Please detail how and the date you had to address any problems that changed the original work plan and or work plan schedule.	Jennings Transportati

Please identify the source of any cost-share or additional leveraged funds are reported for this grant period in Table 1 above.	Bucks County Transp
Was any program income generated during the grant period? Identify amount of program income, how it was generated, and how the program income was used.	None.
Did any public relations events regarding this grant take place during the grant period?	None.
Are you using websites or other tools used to relay information about this grant to the public?	http://www.depweb.st

Table 3: Innovative

Project/Program Name	Number of Loans/Rebates	Interest Rates	Length of Loans

Table 4: Summary of Total Emissions Reduction

Fiscal Year Funding	Project Name	Entity	EPA Funding Expended
2010	Bucks County Transport Diesel Bus Replacement and CNG Bus Deployment	Bucks County Transport, Inc.	$112,000.00
2010	Lean, Green, and Seen: BCIU eBus Goes to School	Berks County Intermediate Unit	$59,987.00

2010	Cleaner Air for Kids in the Lehigh Valley	Jennings Transportation Corporation	$55,185.00
2010	Kuhn Transportation New Bus Purchase	Kuhn Transportation LLC	$21,614.00

Protection Agency
Diesel Program
Grant Project Report

FY11	Total
$294,227.00	
$196,151.00	

ded for each budget category.

Total Federal Funds Expended in the Grant Period	Total Cost-Share Expended in the Grant Period	Total Additional Leveraged Funds Expended in the Grant Period
$0.00	$0.00	$0.00
$0.00	$0.00	$0.00
$0.00	$0.00	$0.00
$248,786.00	$389,403.50	$29,928.00
$0.00	$0.00	$0.00
$0.00	$0.00	$0.00
$0.00	$0.00	$0.00
$0.00	$0.00	$0.00
$248,786.00	$389,403.50	$29,928.00

e Responses

Answer

ort, Inc. – $120,000. Bucks County Transport (BCT) submitted its final invoice and
T only used $112,000 of its total grant award and, as a result, $8,000 was returned
Berks County
IU) – $59,987. Berks County Intermediate Unit submitted its final invoice and was
Jennings
ration – $315,036. Jennings did not elect to install any additional retrofit equipment
sult, the 24 DOC installations reported in the last quarterly report are the entire
y used $55,185.00 of its total grant award, and, as a result, $259,851.00 was
Kuhn
$21,614.00. There was no activity for this quarter for this project. The project was
bgrantee was fully reimbursed in a previous reporting period.

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ort, Inc. - All anticipated outcomes were accomplished. Costs were lower than
ıg was returned to EPA. BCIU.
ıes were accomplished.
ion. Jennings installed fewer retrofits than initially proposed.
All anticipated outcomes were accomplished.

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ion - Jennings anticipated installing additional retrofits but the vehicle testing
t possible. Jennings installed retrofits on 24 vehicles and the remaining grant
to EPA.

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ion - Unused funding was returned to EPA.

ort Inc.

ate.pa.us

Finance Projects			
EPA Funds Expended on Loans/Rebates	**Non-EPA Funds Leveraged**	**Total Net Loss/Default**	**EPA Funds Expended on Non-Loan Activities**

ber Fiscal Year (Emission Reductions Created)	
Emission Reductions (tons/yr)	**Emission Reductions (lifetime tons)**
HC: 0.03	**HC: 0.6**
CO: 0.24	**CO: 4.81**
NOx: 1.25	**NOx: 25.0**
PM: 0.02	**PM: 0.4**
CO_2: 3.22	**CO_2: 64.4**
HC: 0.06	**HC: 1.23**
CO: 10.2	**CO: 203.4**
NOx: 1.9	**NOx: 37**
PM:	**PM:**
CO_2: 9.6	**CO_2: 191.2**
HC: 0.1275	**HC: 1.9897**

CO: 0.4576	**CO: 7.1940**
NOx: 0.00	**NOx: 0.00**
PM: 0.0348	**PM: 0.5398**
CO_2: 0	**CO_2: 0**
HC:	**HC:**
CO:	**CO:**
NOx: 0.92	**NOx: 18.3**
PM: 0.05	**PM: 0.95**
CO_2: 4.88	**CO_2: 97.7**

U. S. Environmental P
DERA State Clean
Final FY 2008 to FY 2011

Grant Recipient	**Pennsylvania Department of**
Grant #	**DS-97368901-2**
Reporting Period	**Final**

	FY08	FY09	FY10
Total Award Amount	**$295,320.00**	**$235,294.00**	**$352,941.00**
Total Match Amount	**$196,880.00**	**$0.00**	**$235,294.00**

Table 1. Rate of Expenditure. Record all funds expen

	Federal Funds Expended this Reporting Period[1]	Cost-Share Expended this Reporting Period	Additional Leveraged Funds Expended this Reporting Period
Personnel	$0.00	$0.00	$0.00
Fringe Benefits	$0.00	$0.00	$0.00
Travel	$0.00	$0.00	$0.00
Equipment	$0.00	$0.00	$0.00
Supplies	$0.00	$0.00	$0.00
Contractual	$561,974.55	$2,702,741.64	$0.00
Other	$0.00	$0.00	$0.00
Indirect Charges	$0.00	$0.00	$0.00
TOTALS	$561,974.55	$2,702,741.64	$0.00

1. For FY2011, $2.45 was returned to EPA as unspent grant funds.

Table 2. Narrativ

Question

Please summarize the accomplishments that occurred during the grant period.	Hoopes Turf Farm, In Clean Textiles Systen final inspection by PA September 30, 2012, Convoy Solutions, Inc Convoy Solutions con scope of the grant agı Convoy Solutions sub
Provide a comparison of the actual accomplishments with the anticipated outputs/outcomes and timelines/milestones specified in the original project annual Work Plans.	HTF - All anticipated c purchasing additional Clean Textiles Systen Convoy Solutions, Inc workplan for this proje issues with getting ap is operational.
If the anticipated outputs/outcomes and/or timelines/milestones from the original submitted proposal were not met, please explain why not. Did you encounter any problems during the grant period which may have precluded your from meeting the project objectives?	Convoy Solutions, Inc issues with getting ap is operational.
How did you remedy any problems? Please detail how and the date you had to address any problems that changed the original work plan and or work plan schedule.	Convoy Solutions Inc.
Please identify the source of any cost-share or additional leveraged funds are reported for this grant period in Table 1 above.	HTF contributed matc $308,399.09. Convoy spent on the infrastru
Was any program income generated during the grant period? Identify amount of program income, how it was generated, and how the program income was used.	No.
Did any public relations events regarding this grant take place during the grant period?	No. Convoy Solutions tentatively scheduled

Are you using websites or other tools used to relay information about this grant to the public?	http://www.depweb.st

Table 3: Innovative			
Project/Program Name	**Number of Loans/Rebates**	**Interest Rates**	**Length of Loans**
N/A			

Table 4: Summary of Total Emissions Reduction			
Fiscal Year Funding	**Project Name**	**Entity**	**EPA Funding Expended**
2011	Truck Stop Electrification Installation at the Flying J - Carlisle	Convoy Solutions, LLC	$228,982.55
2011	Ulysses LNG Vehicle - Diesel Emissions Reduction Project	Hoopes Turf Farm, Inc.	$285,000.00
2011	Diesel Truck Replacement with CNG Vehicles	Clean Textiles Systems LP (CleanCare™)	$47,992.00

Protection Agency
Diesel Program
Grant Project Report

FY11	Total
$294,227.00	
$196,151.00	

ded for each budget category.

Total Federal Funds Expended in the Grant Period	Total Cost-Share Expended in the Grant Period	Total Additional Leveraged Funds Expended in the Grant Period
$0.00	$0.00	$0.00
$0.00	$0.00	$0.00
$0.00	$0.00	$0.00
$0.00	$0.00	$0.00
$0.00	$0.00	$0.00
$561,974.55	$2,702,741.64	$0.00
$0.00	$0.00	$0.00
$0.00	$0.00	$0.00
$561,974.55	$2,702,741.64	$0.00

e Responses

Answer

c. (HTF) - $285,000. HTF submitted its final invoice and was reimbursed.
ns LP - $47,992. Clean Textiles submitted its final report and was reimbursed. A
DEP occurred on October 1, 2012. The new vehicles were put in service on
and the old diesel vehicles were scrapped according to EPA requirements.
. - $228,985. All grant requirements were completed prior to September 30, 2012.
npleted additional site construction at the Flying J in Carlisle that is outside the
reement. Electricity for the site was connected and the entire site is operational.
mitted three invoices and was reimbursed. Unspent funds were returned to EPA.

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outcomes have been accomplished. The success of the project contributed to HTF
LNG fueled trucks without grant assistance from PA DEP.
ns LP - All anticipated outcomes have been accomplished.
. - All anticipated outcomes have been accomplished according to the revised
ect. Full operation of the truck stop electrification (TSE) system was delayed due to
propriate electric infrastructure installed. The issue has been resolved and the site

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. - Full operation of the truck stop electrification (TSE) system was delayed due to
propriate electric infrastructure installed. The issue has been resolved and the site

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worked with the electric provider to get the appropriate infrastructure.

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hing funds totaling $2,165,360. Clean Textiles contributed matching funds totaling
Solutions contributed matching funds of at $228,982.55, in addition to any funds
cture that was outside of the scope of the grant.

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s is planning a grand opening event for the TSE project. The grand opening is
for February 7, 2013.

ate.pa.us

Finance Projects			
EPA Funds Expended on Loans/Rebates	Non-EPA Funds Leveraged	Total Net Loss/Default	EPA Funds Expended on Non-Loan Activities

ber Fiscal Year (Emission Reductions Created)	
Emission Reductions (tons/yr)	Emission Reductions (lifetime tons)
HC: 0	HC: 0
CO: 0	CO: 0
NOx: 11.9973	NOx: 257.9429
PM: 0.3420	PM: 7.3536
CO_2: 706.7928	CO_2: 15,189.5952
HC: 0	HC: 0
CO: 0	CO: 0
NOx: 17.1467	NOx: 240.0541
PM: 0.7037	PM: 9.8520
CO_2: 333.0067	CO_2: 10,878.2176
HC: 0.0451	HC: 0.7672
CO: 0.1578	CO: 2.6829
NOx: 0	NOx: 0
PM: 0.0166	PM: 0.2827
CO_2: 0	CO_2: 0

Recipient Information

Organization/ Grantee Name	First Name	Last Name	Job Title	Address	City	State	Email Address	Zip Code	Office Phone	OfficePhoneExt
Pennsylvania Department of Environmental Protection	Samantha	Harmon	Air Quality Program Specialist	400 Market Street	Harrisburg	PA	saharmon@pa.gov	17105	717-705-7686	N/A

Project 1 Information

Project Name	Organization Performing Project	Target Fleet	Number of Vehicles	City	County	State	Region	Funding Amount	Additional Funding Source	Additional Funding Amount	Public Benefit
Electric Ground Service Equipment (eGSE) at Philadelphia International Airport (PHL)	City of Philadelphia-Department of Aviation-PHL	Other	58	Philadelphia	Philadelphia	PA	3	$295,320	Alternative Fuels Incentive Grant (AFIG) Program	$196,880	no

Fleet 1 Information:

Current Vehicle Information																	New Vehicle/Technology Information									
Fiscal Year Funding Used	Vehicle Type	Target Fleet	Class/ Equipment	Vehicle Count	Engine Make	Engine Model	Engine Model Year	Horsepower (Nonroad Only)	Current Tier Level (Nonroad Only)	Current Standard Level for PM and NOx or NMHC+NOx	Fuel Type	Amount of Fuel Used (gal/year for all engines in this row)	Annual Miles per vehicle (On Highway Only)	Annual Usage Rate Hours per engine (Nonroad Only)	Annual Idling Hours (per engine)	Serial and/or VIN # of scrapped engine and/or vehicle	Year of Retrofit Action	Technology Type	Technology Make	Verified Technology Model	New Engine Model Year (for replacements/ repowers Only)	New Tier Level (Nonroad replacements/repowers Only)	New Standard Level for PM and NOx or NMHC+NOx	Annual Idling Hours Reduced (per engine)	Technology Unit Cost	Technology Unit Installation Cost
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Onan	L423D	1987	40 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	549 / LD110	2012	Vehicle/Equipment Replacement	Charlatte	CBL200E	2012	Tier 4	7.5 g/kWh	75	$48,213	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Perkins	4.4L	2006	40 HP	Tier 2	NMHC + NOx - 7.5 g/kW-hr PM - 0.60 g/kW-hr	Diesel	950 gal/yr	N/A	1357	100	648 / LD138	2012	Vehicle/Equipment Replacement	Charlatte	CBL200E	2012	Tier 4	7.5 g/kWh	75	$48,213	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Onan	L423D	1988	40 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	764 / LD167	2012	Vehicle/Equipment Replacement	Charlatte	CBL200E	2012	Tier 4	7.5 g/kWh	75	$48,213	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Onan	L423D	1988	40 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	677 / LD229	2012	Vehicle/Equipment Replacement	Charlatte	CBL200E	2012	Tier 4	7.5 g/kWh	75	$48,213	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Onan	L423D	1985	40 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	233 / LD278	2012	Vehicle/Equipment Replacement	Charlatte	CBL200E	2012	Tier 4	7.5 g/kWh	75	$48,213	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Onan	L423D	1987	40 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	516 / LD286	2012	Vehicle/Equipment Replacement	Charlatte	CBL200E	2012	Tier 4	7.5 g/kWh	75	$48,213	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Onan	L423D	1987	40 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	507 / LD288	2012	Vehicle/Equipment Replacement	Charlatte	CBL200E	2012	Tier 4	7.5 g/kWh	75	$48,213	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Perkins	4.4L	2006	40 HP	Tier 2	NMHC + NOx - 7.5 g/kW-hr PM - 0.60 g/kW-hr	Diesel	950 gal/yr	N/A	1357	100	619 / LD292	2012	Vehicle/Equipment Replacement	Charlatte	CBL200E	2012	Tier 4	7.5 g/kWh	75	$48,213	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Onan	L423D	1988	40 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	787 / LD334	2012	Vehicle/Equipment Replacement	Charlatte	CBL200E	2012	Tier 4	7.5 g/kWh	75	$48,213	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Onan	L423D	1988	40 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	873 / LD404	2012	Vehicle/Equipment Replacement	Charlatte	CBL200E	2012	Tier 4	7.5 g/kWh	75	$48,213	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Perkins	4.4L	2006	40 HP	Tier 2	NMHC + NOx - 7.5 g/kW-hr PM - 0.60 g/kW-hr	Diesel	950 gal/yr	N/A	1357	100	886 / LD407	2012	Vehicle/Equipment Replacement	Charlatte	CBL200E	2012	Tier 4	7.5 g/kWh	75	$48,213	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Onan	L423D	1988	40 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	887 / LD408	2012	Vehicle/Equipment Replacement	Charlatte	CBL200E	2012	Tier 4	7.5 g/kWh	75	$48,213	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Onan	L423D	1988	40 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	895 / LD410	2012	Vehicle/Equipment Replacement	Charlatte	CBL200E	2012	Tier 4	7.5 g/kWh	75	$48,213	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Onan	L423D	1986	40 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	412 / LD428	2012	Vehicle/Equipment Replacement	Charlatte	CBL200E	2012	Tier 4	7.5 g/kWh	75	$48,213	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Onan	L423D	1986	40 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	414 / LD438	2012	Vehicle/Equipment Replacement	Charlatte	CBL200E	2012	Tier 4	7.5 g/kWh	75	$48,213	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Onan	L423D	1988	40 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	913 / LD457	2012	Vehicle/Equipment Replacement	Charlatte	CBL200E	2012	Tier 4	7.5 g/kWh	75	$48,213	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Onan	L423D	1988	40 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	920 / LD462	2012	Vehicle/Equipment Replacement	Charlatte	CBL200E	2012	Tier 4	7.5 g/kWh	75	$48,213	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Onan	L423D	1988	40 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	1067 / LD480	2012	Vehicle/Equipment Replacement	Charlatte	CBL200E	2012	Tier 4	7.5 g/kWh	75	$48,213	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Continental	TMD27	1992	40 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	1463 / LD520	2012	Vehicle/Equipment Replacement	Charlatte	CBL200E	2012	Tier 4	7.5 g/kWh	75	$48,213	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Continental	TMD27	1992	40 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	68 / LD587	2012	Vehicle/Equipment Replacement	Charlatte	T137	2012	Tier 4	7.5 g/kWh	75	$39,164	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Perkins	4.4L	2006	40 HP	Tier 2	NMHC + NOx - 7.5 g/kW-hr PM - 0.60 g/kW-hr	Diesel	950 gal/yr	N/A	1357	100	71 / LD590	2012	Vehicle/Equipment Replacement	Charlatte	T137	2012	Tier 4	7.5 g/kWh	75	$39,164	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Continental	TMD27	1999	40 HP	Tier 1	NMHC + NOx - 9.5 g/kW-hr PM - 0.80 g/kW-hr	Diesel	950 gal/yr	N/A	1357	100	728 / LD632	2012	Vehicle/Equipment Replacement	Charlatte	T137	2012	Tier 4	7.5 g/kWh	75	$39,164	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Perkins	4.4L	2006	40 HP	Tier 2	NMHC + NOx - 7.5 g/kW-hr PM - 0.60 g/kW-hr	Diesel	950 gal/yr	N/A	1357	100	734 / LD635	2012	Vehicle/Equipment Replacement	Charlatte	T137	2012	Tier 4	7.5 g/kWh	75	$39,164	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Perkins	4.4L	2006	40 HP	Tier 2	NMHC + NOx - 7.5 g/kW-hr PM - 0.60 g/kW-hr	Diesel	950 gal/yr	N/A	1357	100	735 / LD638	2012	Vehicle/Equipment Replacement	Charlatte	T137	2012	Tier 4	7.5 g/kWh	75	$39,164	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Perkins	4.4L	2006	40 HP	Tier 2	NMHC + NOx - 7.5 g/kW-hr PM - 0.60 g/kW-hr	Diesel	950 gal/yr	N/A	1357	100	837 / LD659	2012	Vehicle/Equipment Replacement	Charlatte	T137	2012	Tier 4	7.5 g/kWh	75	$39,164	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Continental	TMD27	1999	40 HP	Tier 1	NMHC + NOx - 9.5 g/kW-hr PM - 0.80 g/kW-hr	Diesel	950 gal/yr	N/A	1357	100	834 / LD661	2012	Vehicle/Equipment Replacement	Charlatte	T137	2012	Tier 4	7.5 g/kWh	75	$39,164	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Continental	TMD27	1999	40 HP	Tier 1	NMHC + NOx - 9.5 g/kW-hr PM - 0.80 g/kW-hr	Diesel	950 gal/yr	N/A	1357	100	840 / LD662	2012	Vehicle/Equipment Replacement	Charlatte	T137	2012	Tier 4	7.5 g/kWh	75	$39,164	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Continental	TMD27	1999	40 HP	Tier 1	NMHC + NOx - 9.5 g/kW-hr PM - 0.80 g/kW-hr	Diesel	950 gal/yr	N/A	1357	100	870 / LD690	2012	Vehicle/Equipment Replacement	Charlatte	CBL200E	2012	Tier 4	7.5 g/kWh	75	$48,213	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Continental	TMD27	1999	40 HP	Tier 1	NMHC + NOx - 9.5 g/kW-hr PM - 0.80 g/kW-hr	Diesel	950 gal/yr	N/A	1357	100	986 / LD723	2012	Vehicle/Equipment Replacement	Charlatte	CBL200E	2012	Tier 4	7.5 g/kWh	75	$48,213	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Continental	TMD27	1999	40 HP	Tier 1	NMHC + NOx - 9.5 g/kW-hr PM - 0.80 g/kW-hr	Diesel	950 gal/yr	N/A	1357	100	759 / LD754	2012	Vehicle/Equipment Replacement	Charlatte	CBL200E	2012	Tier 4	7.5 g/kWh	75	$48,213	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Onan	L634D	1986	70 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	614 / TM005	2012	Vehicle/Equipment Replacement	Charlatte	T137	2012	Tier 4	7.5 g/kWh	75	$39,164	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Onan	L634D	1986	70 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	651 / TM015	2012	Vehicle/Equipment Replacement	Charlatte	T137	2012	Tier 4	7.5 g/kWh	75	$39,164	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Onan	L634D	1986	70 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	673 / TM024	2012	Vehicle/Equipment Replacement	Charlatte	T137	2012	Tier 4	7.5 g/kWh	75	$39,164	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Onan	L634D	1986	70 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	687 / TM025	2012	Vehicle/Equipment Replacement	Charlatte	T137	2012	Tier 4	7.5 g/kWh	75	$39,164	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Onan	L634D	1990	70 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	95282-2 / TM244	2012	Vehicle/Equipment Replacement	Charlatte	T137	2012	Tier 4	7.5 g/kWh	75	$39,164	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Onan	L634D	1990	70 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	95282-3 / TM245	2012	Vehicle/Equipment Replacement	Charlatte	T137	2012	Tier 4	7.5 g/kWh	75	$39,164	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Onan	L634D	1990	70 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	95282-4 / TM246	2012	Vehicle/Equipment Replacement	Charlatte	T137	2012	Tier 4	7.5 g/kWh	75	$39,164	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Onan	L634D	1990	70 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	95282-6 / TM248	2012	Vehicle/Equipment Replacement	Charlatte	T137	2012	Tier 4	7.5 g/kWh	75	$39,164	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Onan	L634D	1990	70 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	95282-8 / TM249	2012	Vehicle/Equipment Replacement	Charlatte	CBL200E	2012	Tier 4	7.5 g/kWh	75	$48,213	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Onan	L634D	1990	70 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	95282-10 / TM251	2012	Vehicle/Equipment Replacement	Charlatte	CBL200E	2012	Tier 4	7.5 g/kWh	75	$48,213	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Onan	L634D	1990	70 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	95278-2 / TM267	2012	Vehicle/Equipment Replacement	Charlatte	CBL200E	2012	Tier 4	7.5 g/kWh	75	$48,213	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Onan	L634D	1987	70 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	4206 / TY137	2012	Vehicle/Equipment Replacement	Charlatte	T137	2012	Tier 4	7.5 g/kWh	75	$39,164	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Hercules	D2300	1992	70 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	7527 / TY295	2012	Vehicle/Equipment Replacement	Charlatte	T137	2012	Tier 4	7.5 g/kWh	75	$39,164	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Hercules	D2300	1992	70 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	7690 / TY311	2012	Vehicle/Equipment Replacement	Charlatte	T137	2012	Tier 4	7.5 g/kWh	75	$39,164	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Hercules	D2300	1993	70 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	7689 / TY314	2012	Vehicle/Equipment Replacement	Charlatte	T137	2012	Tier 4	7.5 g/kWh	75	$39,164	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Hercules	D2300	1993	70 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	7694 / TY316	2012	Vehicle/Equipment Replacement	Charlatte	T137	2012	Tier 4	7.5 g/kWh	75	$39,164	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Hercules	D2300	1993	70 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	7701 / TY329	2012	Vehicle/Equipment Replacement	Charlatte	T137	2012	Tier 4	7.5 g/kWh	75	$39,164	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Hercules	D2300	1993	70 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	95437-3 / TM279	2012	Vehicle/Equipment Replacement	Charlatte	T137	2012	Tier 4	7.5 g/kWh	75	$39,164	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Hercules	D2300	1993	70 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	95441-3 / TM281	2012	Vehicle/Equipment Replacement	Charlatte	T137	2012	Tier 4	7.5 g/kWh	75	$39,164	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Hercules	D2300	1993	70 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	95441-4 / TM282	2012	Vehicle/Equipment Replacement	Charlatte	T137	2012	Tier 4	7.5 g/kWh	75	$39,164	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Hercules	D2300	1993	70 HP	Tier 0	N/A	Diesel	950 gal/yr	N/A	1357	100	95441-5 / TM283	2012	Vehicle/Equipment Replacement	Charlatte	T137	2012	Tier 4	7.5 g/kWh	75	$39,164	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Hercules	D2300	1998	70 HP	Tier 1	NOx - 9.2 g/kW-h	Diesel	950 gal/yr	N/A	1357	100	287 / TE009	2012	Vehicle/Equipment Replacement	Charlatte	T137	2012	Tier 4	7.5 g/kWh	75	$39,164	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Hercules	D2300	1998	70 HP	Tier 1	NOx - 9.2 g/kW-h	Diesel	950 gal/yr	N/A	1357	100	292 / TE011	2012	Vehicle/Equipment Replacement	Charlatte	T137	2012	Tier 4	7.5 g/kWh	75	$39,164	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Hercules	D2300	1998	70 HP	Tier 1	NOx - 9.2 g/kW-h	Diesel	950 gal/yr	N/A	1357	100	288 / TE012	2012	Vehicle/Equipment Replacement	Charlatte	CBL200E	2012	Tier 4	7.5 g/kWh	75	$48,213	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Hercules	D2300	1998	70 HP	Tier 1	NOx - 9.2 g/kW-h	Diesel	950 gal/yr	N/A	1357	100	289 / TE013	2012	Vehicle/Equipment Replacement	Charlatte	CBL200E	2012	Tier 4	7.5 g/kWh	75	$48,213	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Hercules	D2300	1998	70 HP	Tier 1	NOx - 9.2 g/kW-h	Diesel	950 gal/yr	N/A	1357	100	293 / TE025	2012	Vehicle/Equipment Replacement	Charlatte	CBL200E	2012	Tier 4	7.5 g/kWh	75	$48,213	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Hercules	D2300	1998	70 HP	Tier 1	NOx - 9.2 g/kW-h	Diesel	950 gal/yr	N/A	1357	100	299 / TE022	2012	Vehicle/Equipment Replacement	Charlatte	CBL200E	2012	Tier 4	7.5 g/kWh	75	$48,213	N/A
2008	NonRoad	Ports and Airports	Airport Support Equipment	1	Hercules	D2300	1998	70 HP	Tier 1	NOx - 9.2 g/kW-h	Diesel	950 gal/yr	N/A	1357	100	005 / TE026	2012	Vehicle/Equipment Replacement	Charlatte	CBL200E	2012	Tier 4	7.5 g/kWh	75	$48,213	N/A

Project 2 Information

Project Name	Organization Performing Project	Target Fleet	Number of Vehicles	City	County	State	Region	Funding Amount	Additional Funding Source	Additional Funding Amount	Public Benefit
Replacement of four (4) buses used for rural intercity transport	Carl R. Bieber, Inc.	Transit Bus	4	Kutztown	Berks	PA	3	$235,294	N/A	N/A	no

Fleet 2 Information:

Current Vehicle Information																	New Vehicle/Technology Information									
Fiscal Year Funding Used	Vehicle Type	Target Fleet	Class/ Equipment	Vehicle Count	Engine Make	Engine Model	Engine Model Year	Horsepower (Nonroad Only)	Current Tier Level (Nonroad Only)	Current Standard Level for PM and NOx or NMHC+NOx	Fuel Type	Amount of Fuel Used (gal/year for all engines in this row)	Annual Miles per vehicle (On Highway Only)	Annual Usage Rate Hours per engine (Nonroad Only)	Annual Idling Hours (per engine)	Serial and/or VIN # of scrapped engine and/or vehicle	Year of Retrofit Action	Technology Type	Technology Make	Verified Technology Model	New Engine Model Year (for replacements/ repowers Only)	New Tier Level (Nonroad replacements/repowers Only)	New Standard Level for PM and NOx or NMHC+NOx	Annual Idling Hours Reduced (per engine)	Technology Unit Cost	Technology Unit Installation Cost
2009	On Highway	Transit Bus	Transit Bus	4	Detroit Diesel	6v2 or 9v2	1992	N/A			Diesel (LSD), 500 ppm	154,700	193,500	N/A	1800		N/A*		N/A	N/A	N/A		N/A	N/A	N/A	N/A
*Project cancelled and funding returned to EPA.																										

Project 3 Information

Project Name	Organization Performing Project	Target Fleet	Number of Vehicles	City	County	State	Region	Funding Amount	Additional Funding Source	Additional Funding Amount	Public Benefit
Lean, Green, And Seen: BCIU eBus Goes to School	Lean, Green, And Seen: BCIU eBus Goes to School	Bus	1	Reading	Berks	PA		$59,987	BCIU Transportation	$59,393	yes
Bucks County Bus Replacement & CNG Bus Deployment	Buck County Transportation, Inc.	Buses	4	Holicong	Bucks	PA		$120,000	Bucks County Transportation, Inc.	$258,908	yes
Clean Air for Kids in the Lehigh Valley	Jennings Transportation Corp.	School Buses	24	Nazareth	Northampton	PA		$55,185	Jennings Transportation Corp.; Johnson Matthey Catalysts	$15,550* Actual match was less due to fewer retrofits being completed.	yes
Kuhn Transportation New Bus Purchase	Kuhn Transportation New Bus Purchase	Bus	1	Jim Thorpe	Carbon	PA		$21,614	Kuhn Transportation	$64,850	yes

Fleet 3 Information:

Current Vehicle Information																	New Vehicle/Technology Information									
Fiscal Year Funding Used	Vehicle Type	Target Fleet	Class/ Equipment	Vehicle Count	Engine Make	Engine Model	Engine Model Year	Horsepower (Nonroad Only)	Current Tier Level (Nonroad Only)	Current Standard Level for PM and NOx or NMHC+NOx	Fuel Type	Amount of Fuel Used (gal/year for all engines in this row)	Annual Miles per vehicle (On Highway Only)	Annual Usage Rate Hours per engine (Nonroad Only)	Annual Idling Hours (per engine)	Serial and/or VIN # of scrapped engine and/or vehicle	Year of Retrofit Action	Technology Type	Technology Make	Verified Technology Model	New Engine Model Year (for replacements/ repowers Only)	New Tier Level (Nonroad replacements/repowers Only)	New Standard Level for PM and NOx or NMHC+NOx	Annual Idling Hours Reduced (per engine)	Technology Unit Cost	Technology Unit Installation Cost
FY2010 (BCIU)	On Highway	Transit Bus	Transit Bus	1	Chevrolet	UNKNOWN	2001			PM - 0.07 g/bhp-hr NOx - 4.0 g/bhp-hr	Diesel (ULSD), 15 ppm	1,125	9,000	N/A	56	1GBJG31F911149947	2012	Hybrid Electric Replacement with Diesel Particulate Filter	Azure Dynamics Corporation	Balance Hybrid Electric Drive system	2012		N/A	N/A	$107,350.00	N/A

Page 31 of 34

Fiscal Year Funding Used	Vehicle Type	Target Fleet	Class/ Equipment	Vehicle Count	Engine Make	Engine Model	Engine Model Year	Horsepower (Nonroad Only)	Current Tier Level (Nonroad Only)	Current Standard Level for PM and NOx or NMHC+NOx	Fuel Type	Amount of Fuel Used (gal/year for all engines in this row)	Annual Miles per vehicle (On Highway Only)	Annual Usage Rate Hours per engine (Nonroad Only)	Annual Idling Hours (per engine)	Serial and/or VIN # of scrapped engine and/or vehicle	Year of Retrofit Action	Technology Type	Technology Make	Verified Technology Model	New Engine Model Year (for replacements/ repowers Only)	New Tier Level (Nonroad replacements/repowers Only)	New Standard Level for PM and NOx or NMHC+NOx	Annual Idling Hours Reduced (per engine)	Technology Unit Cost	Technology Unit Installation Cost
FY2010 (Bucks County)	On Highway	Transit Bus	Transit Bus	1	Ford	E450/V8 Diesel	2001	N/A		PM - 0.07 g/bhp-hr NOx - 4.0 g/bhp-hr	Diesel (ULSD), 15 ppm	5,000	24,989		250	1FDXE45F81HA97404	2012	Compressed Natural Gas (CNG) Replacement	Ford	E450 Van	2012		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$28,000.00	N/A
FY2010 (Bucks County)	On Highway	Transit Bus	Transit Bus	1	Ford	E450/V8 Diesel	2001	N/A		PM - 0.07 g/bhp-hr NOx - 4.0 g/bhp-hr	Diesel (ULSD), 15 ppm	4,780	23,900		239	1FDXE45FX1HA97405	2012	Compressed Natural Gas (CNG) Replacement	Ford	E450 Van	2012		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$28,000.00	N/A
FY2010 (Bucks County)	On Highway	Transit Bus	Transit Bus	1	Ford	E450/V8 Diesel	1996	N/A		PM - 0.07 g/bhp-hr NOx - 4.0 g/bhp-hr	Diesel (ULSD), 15 ppm	3,428	17,139		171	1FDLE40F6THB67135	2012	Compressed Natural Gas (CNG) Replacement	Ford	E450 Van	2012		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$28,000.00	N/A
FY2010 (Bucks County)	On Highway	Transit Bus	Transit Bus	1	Ford	E450/V8 Diesel	1998	N/A		PM - 0.07 g/bhp-hr NOx - 4.0 g/bhp-hr	Diesel (ULSD), 15 ppm	3,586	17,930		179	1FDXE40F4WHA35609	2012	Compressed Natural Gas (CNG) Replacement	Ford	E450 Van	2012		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$28,000.00	N/A

Fiscal Year Funding Used	Vehicle Type	Target Fleet	Class/ Equipment	Vehicle Count	Engine Make	Engine Model	Engine Model Year	Horsepower (Nonroad Only)	Current Tier Level (Nonroad Only)	Current Standard Level for PM and NOx or NMHC+NOx	Fuel Type	Amount of Fuel Used (gal/year for all engines in this row)	Annual Miles per vehicle (On Highway Only)	Annual Usage Rate Hours per engine (Nonroad Only)	Annual Idling Hours (per engine)	Serial and/or VIN # of scrapped engine and/or vehicle	Year of Retrofit Action	Technology Type	Technology Make	Verified Technology Model	New Engine Model Year (for replacements/ repowers Only)	New Tier Level (Nonroad replacements/repowers Only)	New Standard Level for PM and NOx or NMHC+NOx	Annual Idling Hours Reduced (per engine)	Technology Unit Cost	Technology Unit Installation Cost
FY2010 (Jennings)	On Highway	School Bus	School Bus	1	International	DT466	2003	N/A		PM - 0.07 g/bhp-hr NOx - 4.0 g/bhp-hr	Diesel (ULSD), 15 ppm	1,597	13,000	N/A	270	1HVBBAAL93H576199	2012	Diesel Oxidation Catalyst + Closed Crankcase Ventilation	Johnson Matthey	19014-DCC	N/A		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$1,700.00	$400.00
FY2010 (Jennings)	On Highway	School Bus	School Bus	1	International	DT466	2003	N/A		PM - 0.07 g/bhp-hr NOx - 4.0 g/bhp-hr	Diesel (ULSD), 15 ppm	1,597	13,000	N/A	270	4DRBRAAN44A970105	2012	Diesel Oxidation Catalyst	Johnson Matthey	19014-DCC	N/A		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$1,700.00	$400.00
FY2010 (Jennings)	On Highway	School Bus	School Bus	1	International	DT466	2001	N/A		PM - 0.07 g/bhp-hr NOx - 4.0 g/bhp-hr	Diesel (ULSD), 15 ppm	1,597	13,000	N/A	270	1HVBBAAN62H528305	2012	Diesel Oxidation Catalyst	Johnson Matthey	19014-DCC	N/A		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$1,700.00	$400.00
FY2010 (Jennings)	On Highway	School Bus	School Bus	1	International	T444	2000	N/A		PM - 0.07 g/bhp-hr NOx - 4.0 g/bhp-hr	Diesel (ULSD), 15 ppm	1,597	13,000	N/A	270	1HVBBABM31H379548	2012	Diesel Oxidation Catalyst	Johnson Matthey	19014-DCC	N/A		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$1,700.00	$400.00
FY2010 (Jennings)	On Highway	School Bus	School Bus	1	International	DT466	1999	N/A		PM - 0.07 g/bhp-hr NOx - 4.0 g/bhp-hr	Diesel (ULSD), 15 ppm	1,597	13,000	N/A	270	1HVBBAAN2XH694540	2012	Diesel Oxidation Catalyst	Johnson Matthey	19014-DCC	N/A		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$1,700.00	$400.00
FY2010 (Jennings)	On Highway	School Bus	School Bus	1	International	DT466	2000	N/A		PM - 0.07 g/bhp-hr NOx - 4.0 g/bhp-hr	Diesel (ULSD), 15 ppm	1,597	13,000	N/A	270	1HVBBAAN0YH304133	2012	Diesel Oxidation Catalyst	Johnson Matthey	19014-DCC	N/A		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$1,700.00	$400.00
FY2010 (Jennings)	On Highway	School Bus	School Bus	1	International	UNKNOWN	1994	N/A		PM - 0.07 g/bhp-hr NOx - 5.0 g/bhp-hr	Diesel (ULSD), 15 ppm	1,597	13,000	N/A	270	1HVBBACN3RH587402	2012	Diesel Oxidation Catalyst	Johnson Matthey	19014-DCC	N/A		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$1,700.00	$400.00
FY2010 (Jennings)	On Highway	School Bus	School Bus	1	International	DT466	1998	N/A		PM - 0.07 g/bhp-hr NOx - 4.0 g/bhp-hr	Diesel (ULSD), 15 ppm	1,597	13,000	N/A	270	1HVBBAAN2WH563932	2012	Diesel Oxidation Catalyst	Johnson Matthey	19014-DCC	N/A		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$1,700.00	$400.00
FY2010 (Jennings)	On Highway	School Bus	School Bus	1	International	DT466	1997	N/A		PM - 0.07 g/bhp-hr NOx - 5.0 g/bhp-hr	Diesel (ULSD), 15 ppm	1,597	13,000	N/A	270	1HVBBAAN5VH464620	2012	Diesel Oxidation Catalyst	Johnson Matthey	19014-DCC	N/A		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$1,700.00	$400.00
FY2010 (Jennings)	On Highway	School Bus	School Bus	1	International	DT466	1995	N/A		PM - 0.07 g/bhp-hr NOx - 4.0 g/bhp-hr	Diesel (ULSD), 15 ppm	1,597	13,000	N/A	270	1HVBBAAN6TH344225	2012	Diesel Oxidation Catalyst	Johnson Matthey	19014-DCC	N/A		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$1,700.00	$400.00
FY2010 (Jennings)	On Highway	School Bus	School Bus	1	International	DT466	2003	N/A		PM - 0.07 g/bhp-hr NOx - 4.0 g/bhp-hr	Diesel (ULSD), 15 ppm	1,597	13,000	N/A	270	1HVBBAAN13H591491	2012	Diesel Oxidation Catalyst	Johnson Matthey	19014-DCC	N/A		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$1,700.00	$400.00
FY2010 (Jennings)	On Highway	School Bus	School Bus	1	International	DT466	2002	N/A		PM - 0.07 g/bhp-hr NOx - 4.0 g/bhp-hr	Diesel (ULSD), 15 ppm	1,597	13,000	N/A	270	1HVBBAAN33H577348	2012	Diesel Oxidation Catalyst	Johnson Matthey	19014-DCC	N/A		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$1,700.00	$400.00
FY2010 (Jennings)	On Highway	School Bus	School Bus	1	International	DT466	2002	N/A		PM - 0.07 g/bhp-hr NOx - 4.0 g/bhp-hr	Diesel (ULSD), 15 ppm	1,597	13,000	N/A	270	1HVBBAAN53H577349	2012	Diesel Oxidation Catalyst	Johnson Matthey	19014-DCC	N/A		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$1,700.00	$400.00
FY2010 (Jennings)	On Highway	School Bus	School Bus	1	International	DT466	1995	N/A		PM - 0.07 g/bhp-hr NOx - 5.0 g/bhp-hr	Diesel (ULSD), 15 ppm	1,597	13,000	N/A	270	1HVBBAAN9SH696035	2012	Diesel Oxidation Catalyst	Johnson Matthey	19014-DCC	N/A		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$1,700.00	$400.00
FY2010 (Jennings)	On Highway	School Bus	School Bus	1	International	DT466	2003	N/A		PM - 0.07 g/bhp-hr NOx - 4.0 g/bhp-hr	Diesel (ULSD), 15 ppm	1,597	13,000	N/A	270	4DRBRAAN64A970106	2012	Diesel Oxidation Catalyst	Johnson Matthey	19014-DCC	N/A		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$1,700.00	$400.00
FY2010 (Jennings)	On Highway	School Bus	School Bus	1	International	T444	1996	N/A		PM - 0.07 g/bhp-hr NOx - 5.0 g/bhp-hr	Diesel (ULSD), 15 ppm	1,597	13,000	N/A	270	1HVBBABN4VH468916	2012	Diesel Oxidation Catalyst	Johnson Matthey	19014-DCC	N/A		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$1,700.00	$400.00
FY2010 (Jennings)	On Highway	School Bus	School Bus	1	International	UNKNOWN	1997	N/A		PM - 0.07 g/bhp-hr NOx - 5.0 g/bhp-hr	Diesel (ULSD), 15 ppm	1,597	13,000	N/A	270	1HVBBAAN0WH563931	2012	Diesel Oxidation Catalyst	Johnson Matthey	19014-DCC	N/A		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$1,700.00	$400.00
FY2010 (Jennings)	On Highway	School Bus	School Bus	1	International	DT466	1997	N/A		PM - 0.07 g/bhp-hr NOx - 5.0 g/bhp-hr	Diesel (ULSD), 15 ppm	1,597	13,000	N/A	270	1HVBBAAN6WH563934	2012	Diesel Oxidation Catalyst	Johnson Matthey	19014-DCC	N/A		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$1,700.00	$400.00
FY2010 (Jennings)	On Highway	School Bus	School Bus	1	International	DT466	1995	N/A		PM - 0.07 g/bhp-hr NOx - 5.0 g/bhp-hr	Diesel (ULSD), 15 ppm	1,597	13,000	N/A	270	1HVBBAAN1TH344228	2012	Diesel Oxidation Catalyst	Johnson Matthey	19014-DCC	N/A		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$1,700.00	$400.00
FY2010 (Jennings)	On Highway	School Bus	School Bus	1	International	DT466	2001	N/A		PM - 0.07 g/bhp-hr NOx - 5.0 g/bhp-hr	Diesel (ULSD), 15 ppm	1,597	13,000	N/A	270	1HVBBAAN42H528304	2012	Diesel Oxidation Catalyst	Johnson Matthey	19014-DCC	N/A		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$1,700.00	$400.00
FY2010 (Jennings)	On Highway	School Bus	School Bus	1	International	DT466	1995	N/A		PM - 0.07 g/bhp-hr NOx - 5.0 g/bhp-hr	Diesel (ULSD), 15 ppm	1,597	13,000	N/A	270	1HVBBAANXTH344227	2012	Diesel Oxidation Catalyst	Johnson Matthey	19014-DCC	N/A		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$1,700.00	$400.00
FY2010 (Jennings)	On Highway	School Bus	School Bus	1	International	DT466	1997	N/A		PM - 0.07 g/bhp-hr NOx - 5.0 g/bhp-hr	Diesel (ULSD), 15 ppm	1,597	13,000	N/A	270	1HVBBAAN8WH563935	2012	Diesel Oxidation Catalyst	Johnson Matthey	19014-DCC	N/A		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$1,700.00	$400.00
FY2010 (Jennings)	On Highway	School Bus	School Bus	1	International	UNKNOWN	1994	N/A		PM - 0.07 g/bhp-hr NOx - 4.0 g/bhp-hr	Diesel (ULSD), 15 ppm	1,597	13,000	N/A	270	1HVBBACN5RH587403	2012	Diesel Oxidation Catalyst	Johnson Matthey	19014-DCC	N/A		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$1,700.00	$400.00
FY2010 (Jennings)	On Highway	School Bus	School Bus	1	International	DT466	1995	N/A		PM - 0.07 g/bhp-hr NOx - 5.0 g/bhp-hr	Diesel (ULSD), 15 ppm	1,597	13,000	N/A	270	1HVBBAAN3TH344229	2012	Diesel Oxidation Catalyst	Johnson Matthey	19014-DCC	N/A		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$1,700.00	$400.00

Fiscal Year Funding Used	Vehicle Type	Target Fleet	Class/ Equipment	Vehicle Count	Engine Make	Engine Model	Engine Model Year	Horsepower (Nonroad Only)	Current Tier Level (Nonroad Only)	Current Standard Level for PM and NOx or NMHC+NOx	Fuel Type	Amount of Fuel Used (gal/year for all engines in this row)	Annual Miles per vehicle (On Highway Only)	Annual Usage Rate Hours per engine (Nonroad Only)	Annual Idling Hours (per engine)	Serial and/or VIN # of scrapped engine and/or vehicle	Year of Retrofit Action	Technology Type	Technology Make	Verified Technology Model	New Engine Model Year (for replacements/ repowers Only)	New Tier Level (Nonroad replacements/repowers Only)	New Standard Level for PM and NOx or NMHC+NOx	Annual Idling Hours Reduced (per engine)	Technology Unit Cost	Technology Unit Installation Cost
FY2010 (Kuhn)	On Highway	School Bus	School Bus	1	Thomas	UNKNOWN	1996	N/A		PM - 0.07 g/bhp-hr NOx - 5.0 g/bhp-hr	Diesel (ULSD), 15 ppm	1,100	6,600	N/A	55	1HVBBABP2TH324246	2012	Vehicle/Equipment Replacement	Thomas	C2 SAF-T-LINER	2012		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$84,736.50	N/A

Copy and paste additional lines as necessary to capture project fleet information.

Project 4 Information

Project Name	Organization Performing Project	Target Fleet	Number of Vehicles	City	County	State	Region	Funding Amount	Additional Funding Source	Additional Funding Amount	Public Benefit
Truck Stop Electrification Installation at the Flying J - Carlisle	Convoy Solutions, LLC	Long-haul trucking	35 spaces	Carlisle	Cumberland	PA		$ 228,985.00	Convoy Solutions	$ 228,985.00	no
Ulysses LNG Vehicle - Diesel Emissions Reduction Project	Hoopes Turf Farm, Inc.	Long-haul trucking	6	Ulysses	Potter	PA		$ 285,000.00	Hoopes Turf Farm, Inc.	$ 1,749,994.00	no
Diesel Truck Replacement with CNG Vehicles	Clean Textiles Systems LP (CleanCare)	Local and long-haul delivery trucking	5	Pittsburgh	Allegheny	PA		$47,992	Clean Textiles Systems, LP	$ 288,768.00	no

Fleet 4 Information:

Current Vehicle Information																	New Vehicle/Technology Information									
Fiscal Year Funding Used	Vehicle Type	Target Fleet	Class/ Equipment	Vehicle Count	Engine Make	Engine Model	Engine Model Year	Horsepower (Nonroad Only)	Current Tier Level (Nonroad Only)	Current Standard Level for PM and NOx or NMHC+NOx	Fuel Type	Amount of Fuel Used (gal/year for all engines in this row)	Annual Miles per vehicle (On Highway Only)	Annual Usage Rate Hours per engine (Nonroad Only)	Annual Idling Hours (per engine)	Serial and/or VIN # of scrapped engine and/or vehicle	Year of Retrofit Action	Technology Type	Technology Make	Verified Technology Model	New Engine Model Year (for replacements/ repowers Only)	New Tier Level (Nonroad replacements/repowers Only)	New Standard Level for PM and NOx or NMHC+NOx	Annual Idling Hours Reduced (per engine)	Technology Unit Cost	Technology Unit Installation Cost
FY2011 (Convoy)	On Highway	Long Haul		36 spaces	N/A	N/A		N/A		N/A	Diesel (LSD), 500 ppm	N/A	N/A	N/A	2,400	N/A	2012	Truck Stop Electrification	IdleAir		N/A		N/A	2,040		

Fiscal Year Funding Used	Vehicle Type	Target Fleet	Class/ Equipment	Vehicle Count	Engine Make	Engine Model	Engine Model Year	Horsepower (Nonroad Only)	Current Tier Level (Nonroad Only)	Current Standard Level for PM and NOx or NMHC+NOx	Fuel Type	Amount of Fuel Used (gal/year for all engines in this row)	Annual Miles per vehicle (On Highway Only)	Annual Usage Rate Hours per engine (Nonroad Only)	Annual Idling Hours (per engine)	Serial and/or VIN # of scrapped engine and/or vehicle	Year of Retrofit Action	Technology Type	Technology Make	Verified Technology Model	New Engine Model Year (for replacements/ repowers Only)	New Tier Level (Nonroad replacements/repowers Only)	New Standard Level for PM and NOx or NMHC+NOx	Annual Idling Hours Reduced (per engine)	Technology Unit Cost	Technology Unit Installation Cost
FY2011 (Hoopes)	On Highway	Long Haul	Class 8B	1							Diesel (ULSD), 15 ppm	120,000	100,000		200		2012	Liquid Natural Gas								
FY2011 (Hoopes)	On Highway	Long Haul	Class 8B	1							Diesel (ULSD), 15 ppm						2012	Liquid Natural Gas								
FY2011 (Hoopes)	On Highway	Long Haul	Class 8B	1							Diesel (ULSD), 15 ppm						2012	Liquid Natural Gas								
FY2011 (Hoopes)	On Highway	Long Haul	Class 8B	1							Diesel (ULSD), 15 ppm						2012	Liquid Natural Gas								
FY2011 (Hoopes)	On Highway	Long Haul	Class 8B	1							Diesel (ULSD), 15 ppm						2012	Liquid Natural Gas								
FY2011 (Hoopes)	On Highway	Long Haul	Class 8B	1							Diesel (ULSD), 15 ppm						2012	Liquid Natural Gas								

Fiscal Year Funding Used	Vehicle Type	Target Fleet	Class/ Equipment	Vehicle Count	Engine Make	Engine Model	Engine Model Year	Horsepower (Nonroad Only)	Current Tier Level (Nonroad Only)	Current Standard Level for PM and NOx or NMHC+NOx	Fuel Type	Amount of Fuel Used (gal/year for all engines in this row)	Annual Miles per vehicle (On Highway Only)	Annual Usage Rate Hours per engine (Nonroad Only)	Annual Idling Hours (per engine)	Serial and/or VIN # of scrapped engine and/or vehicle	Year of Retrofit Action	Technology Type	Technology Make	Verified Technology Model	New Engine Model Year (for replacements/ repowers Only)	New Tier Level (Nonroad replacements/repowers Only)	New Standard Level for PM and NOx or NMHC+NOx	Annual Idling Hours Reduced (per engine)	Technology Unit Cost	Technology Unit Installation Cost
FY2011 (Clean Textiles)	On Highway	Delivery Truck	Class 5	1							Diesel (ULSD), 15 ppm	2,080	17,680		104	4UZA4FA47XCB68223,	2012	Compressed Natural Gas (CNG) Replacement	Freightliner	MT-45	2013		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$66,533.62	N/A
FY2011 (Clean Textiles)	On Highway	Delivery Truck	Class 5	1							Diesel (ULSD), 15 ppm	740	6292		37	4UZA4FA49XCB68224,	2012	Compressed Natural Gas (CNG) Replacement	Freightliner	MT-46	2013		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$66,533.62	N/A
FY2011 (Clean Textiles)	On Highway	Delivery Truck	Class 5	1							Diesel (ULSD), 15 ppm	1040	8840		52	4UZA4FA40XCB68225,	2012	Compressed Natural Gas (CNG) Replacement	Freightliner	MT-47	2013		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$66,533.62	N/A
FY2011 (Clean Textiles)	On Highway	Delivery Truck	Class 5	1							Diesel (ULSD), 15 ppm	997	8476		50	4UZAANBW62CK44555,	2012	Compressed Natural Gas (CNG) Replacement	Freightliner	MT-48	2013		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$66,533.62	N/A

FY2011 (Clean Textiles)	On Highway	Delivery Truck	Class 5	1							Diesel (ULSD), 15 ppm	1346	11440		67	4UZAANBWX2CK44557	2012	Compressed Natural Gas (CNG) Replacement	Freightliner	MT-49	2013		PM - 0.01 g/bhp-hr NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp-hr	none	$66,533.62	N/A

Copy and paste additional lines as necessary to capture project fleet information.

Page 33 of 34

Recipient Information

Organization/ Grantee Name	First Name	Last Name	Job Title	Address	City	State	Email Address	Zip Code	Office Phone	OfficePhoneExt

Project 1 Information

Project Name	Organization Performing Project	Target Fleet	Number of Vehicles	City	County	State	Region	Funding Amount	Additional Funding Source	Additional Funding Amount	Public Benefit
		Marine									

Fleet 1 Information for MARINE VESSELS ONLY

Current Vessel Information																New Vessel/Technology Information									
Fiscal Year Funding Used	Sector	Application	Total Number of Engines per Vessel (max 5)	Engine Type	Number of Engines	Engine Model Year	Activity Level (Hours per Year per engine)	Horsepower	Annual Idling Hours per engine	Current Tier Level	Current Standard Level for PM and NOx or NMHC+NOx	Displacement per cylinder (Liters)	Current Fuel Type	Amount of Fuel Used (gallons/year per **engine group**)	Year of Retrofit Action	Serial or VIN # of scrapped/replaced engine or vessel	Technology Type	Technology Make	Verified Technology Model	New Engine Model Year (replacements, repowers, and upgrades Only)	Activity Level (hrs/yr per engine - replacements, repowers, and upgrades Only)	Annual Idling Hours Reduced per engine	New Engine Tier Level (replacements, repowers, and upgrades Only)	New Standard Level for PM and NOx or NMHC+NOx	Technology Unit Cost	Technology Unit Installation Cost
	Marine																								
	Marine																								
	Marine																								
	Marine																								
	Marine																								
	Marine																								

Copy and paste additional lines as necessary to capture project fleet information.

Project 2 Information

Project Name	Organization Performing Project	Target Fleet	Number of Vehicles	City	County	State	Region	Funding Amount	Additional Funding Source	Additional Funding Amount	Public Benefit
		Marine									

Fleet 2 Information for MARINE VESSELS ONLY

Current Vessel Information																New Vessel/Technology Information									
Fiscal Year Funding Used	Sector	Application	Total Number of Engines per Vessel (max 5)	Engine Type	Number of Engines	Engine Model Year	Activity Level (Hours per Year per engine)	Horsepower	Annual Idling Hours per engine	Current Tier Level	Current Standard Level for PM and NOx or NMHC+NOx	Displacement per cylinder (Liters)	Current Fuel Type	Amount of Fuel Used (gallons/year per **engine group**)	Year of Retrofit Action	Serial or VIN # of scrapped/replaced engine or vessel	Technology Type	Technology Make	Verified Technology Model	New Engine Model Year (replacements, repowers, and upgrades Only)	Activity Level (hrs/yr per engine - replacements, repowers, and upgrades Only)	Annual Idling Hours Reduced per engine	New Engine Tier Level (replacements, repowers, and upgrades Only)	New Standard Level for PM and NOx or NMHC+NOx	Technology Unit Cost	Technology Unit Installation Cost
	Marine																								
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Copy and paste additional lines as necessary to capture project fleet information.

Please replicate the Project and Fleet Information Tables as necessary for additional Projects/Fleets.